this procedure also refer to the direction arrow on the tire side wall.

6. Install the front wheel.

CAUTION

Be sure to install the lug nuts correctly since the curved side correctly locates the wheel to the hub studs. If they are installed incorrectly, the wheel will not be centered on the hub, causing vibration and wheel damage.

7. Position the lug nuts with the curved side (**Figure 4**) going on first and install the lug nuts onto the studs. Finger tighten the lug nuts first until the wheel is positioned correctly onto all 4 wheel studs.

WARNING

Always tighten the lug nuts to the correct torque specification or the lug nuts may work loose and the wheel could fall off.

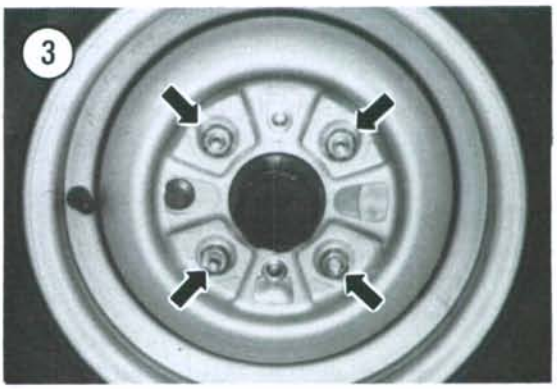
8. Use a torque wrench and tighten the lug nuts to the torque specification listed in **Table 1**.
9. After the wheel is installed completely, rotate it; apply the brake several times to make sure that the wheel rotates freely and that the brake is operating correctly.
10. Jack the front of the vehicle up a little and remove the wood block(s).
11. Let the jack down and remove the jack and wood block.

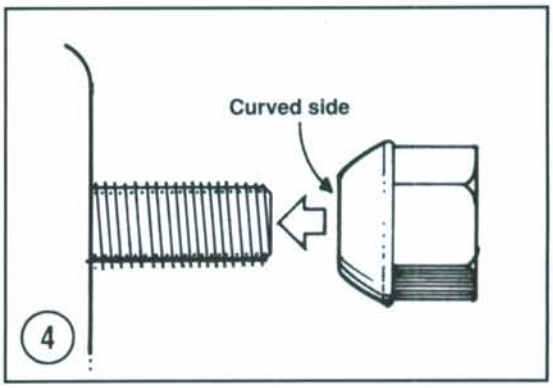
TIRES AND WHEELS

The vehicle is equipped with tubeless, low pressure tires designed specifically for off-road use only. Rapid tire wear will occur if the vehicle is ridden on paved surfaces. Due to their low pressure requirements, they should be inflated only with a hand-operated air pump instead of using an air compressor or the compressed air available at service stations.

CAUTION

Do not overinflate the stock tires as they will be permanently distorted and damaged. If overinflated they will bulge out similar to an inner tube that is not within the constraints of a tire and ***will not*** *return to their original contour.*





NOTE

Additional inflation pressure in the stock tires will not improve the ride or the handling characteristics of the vehicle. For improved handling, aftermarket tires will have to be installed.

To guard against punctures from *small objects*, install a commercially available liquid tire sealer into all tires though the valve stem. It's a good idea to carry a cold patch tire repair kit and hand held pump in the tow vehicle. Removing the tire from the rims is different than on a motorcycle or automobile wheel.

CAUTION

***Do not** use conventional motorcycle tire irons for tire removal as the tire sealing bead will be damaged when forced away from the rim flange.*

Tire Changing

The front and rear tire rims used on all models are of the 1-piece type and have a very deep built-in ridge to keep the tire bead seated on the rim under severe riding conditions. Unfortunately, it also tends to keep the tire on the rim during tire removal as well.

A special tool *is required* for tire changing on these models and is shown in use in this procedure. The special tool from Honda is the Universal Bead Breaker (part No. GN-AH-958-BB1). The use of this specific tool is necessary as it exerts all of the applied pressure to a very small section of the tire bead at a time. Most other aftermarket bead breakers spread out the applied pressure over a larger section of the tire bead and therefore are unable to break the bead loose from this type of rim.

If you are going to purchase this bead breaker and also have other vehicles with different rim sizes, the blade length (**Figure 5**) is important and the following blades are recommended:

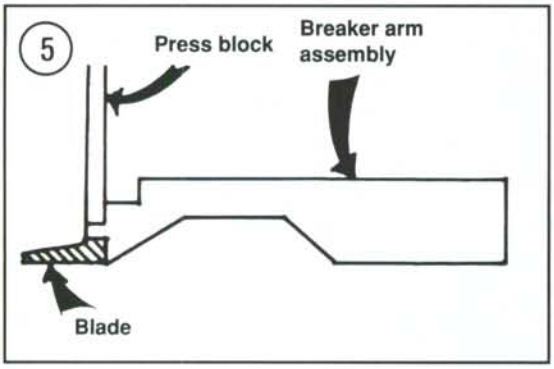
a. Short blade for 7 in. and 8 in. rims.

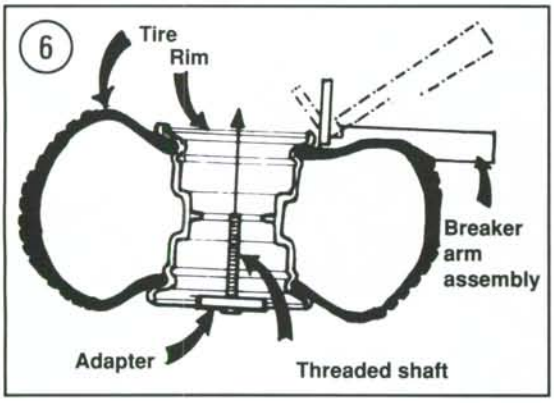
b. Long blade for 9 in. and 11 in. rims.

All models covered in this book use the long blade for 9 in. and 11 in. rims.

CAUTION

The use of the improper size blade may damage the rim, tire or the blade.





1. Remove the valve stem cap and core and deflate the tire. Do not reinstall the core at this time.
2. Install the correct size adapter onto the threaded shaft and place the wheel over this assembly (**Figure 6**).
3. Lubricate the tire bead and rim flanges with a liquid dish detergent or any rubber lubricant. Press the tire sidewall/bead down to allow the liquid to run into and around the bead area. Also apply lubricant to the area where the bead breaker arm will come in contact with the tire sidewall.
4. Hold the breaker arm at about a 45° angle to the tire and insert the blade between the tire bead and the rim.
5. Push the breaker arm inward and downward until it is horizontal with the press block against the rim outer surface (**Figure 6**).

NOTE

*To completely seat the breaker arm, hold it horizontal and tap the end of the breaker arm with a soft-faced mallet to position the press block **completely** against the rim outer surface. This is necessary for the tool to work properly.*

6. With the breaker arm positioned correctly, place the breaker press head assembly over the press block of the breaker arm. Make sure the press head bolt is backed out all the way (**Figure 7**).
7. Position the nylon buttons on the press head against the inside edge of the rim.
8. Pull the threaded shaft and adapter assembly up and insert it into the breaker press head assembly. Install the bolts through the rim holes and the adapter to correctly position the adapter assembly to the center of the rim.
9. Slowly tighten the lever nut until both ends of the breaker press head assembly are in firm contact with the rim.
10. Slowly tighten the press head bolt until the reference mark on the press block is aligned with the top edge of the press head (**Figure 8**). At this point the tire bead *should* break away from the rim.
11. Using your hands, press down on the tire on either side of the breaker arm assembly and try to break the rest of the bead free from the rim.
12. If the rest of the tire bead cannot be broken loose, loosen the press head bolt and lever nut. Rotate the press head assembly about 1/8 to 1/4 of the circumference of the rim.
13. Repeat Steps 4-11 until the entire bead is broken loose from the rim.
14. Remove the tool assembly from the rim assembly. Turn the wheel over and repeat Steps 2-13 for the other rim flange.
15. Remove the tire from the rim using tire irons and rim protectors.
16. Inspect the rim sealing surface of the rim. If the rim has been severely hit it will probably cause an air leak. Either repair or replace any damaged rim.
17. Inspect the tire for cuts, tears, abrasions or any other defects.
18. Wipe the tire beads and rims free of any lubricating agent used in Step 2.
19. Apply clean water to the rim flanges, tire rim beads and onto the outer rim.

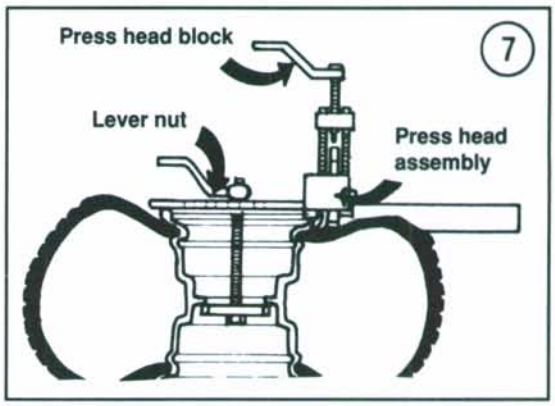
NOTE

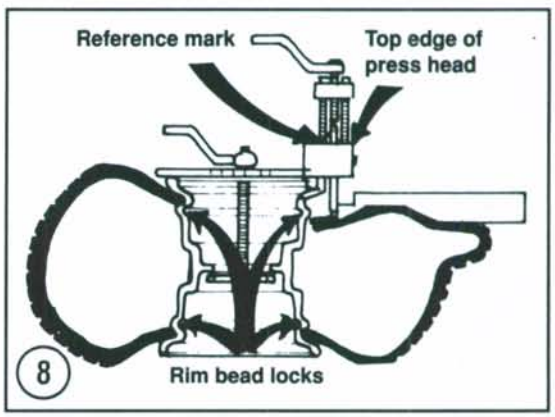
Use only clean water and make sure the rim flange is clean. Wipe with a lint free cloth prior to wetting down.

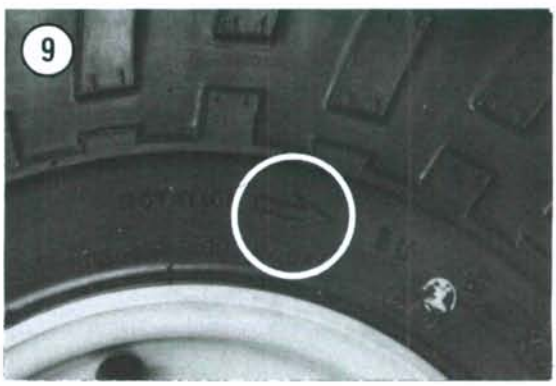
20. The tire tread on the factory equipped tires, for both the front and rear wheels, is directional. Position the tire onto the rim so the rotation arrow on the side wall (**Figure 9**) is pointing in the correct direction of wheel rotation. Refer to mark (**Figure 2**) made on the rim prior to wheel removal.
21. Install the tire onto the rim starting with the side opposite the valve stem. Use tire irons and rim protectors and install the tire onto the rim.
22. Install the valve stem core.

CAUTION

Do not use any mounting lubricant that contains silicone.







CAUTION

Do not inflate the tire past the maximum inflation pressure listed in ***Table 2****.*

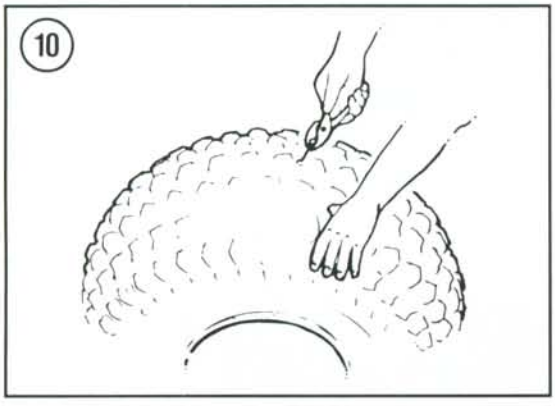
23. Apply tire mounting lubricant or a liquid dish detergent to the tire bead and inflate the tire to the recommended tire pressure.
24. Deflate the tire and let it sit for about one hour.
25. Inflate the tire to the recommended air pressure, refer to **Table 2**.
26. Check for air leaks and install the valve cap.

Cold Patch Repair

This is the method that Honda recommends for patching a tire. The rubber plug type of repair is recommended only for an emergency repair, or until the tire can be patched correctly with the cold patch method.

Use the manufacturer's instructions for the tire repair kit you are going to use. If there are no instructions, use the following procedure.

1. Remove the tire as described in this chapter.



2. Prior to removing the object that punctured the tire, mark the location of the puncture with chalk or crayon on the outside of the tire. Remove the object (**Figure 10**).
3. On the inside of the tire, roughen the area around the hole slightly larger than the patch (**Figure 11**). Use the cap from the tire repair kit or pocket knife. Do not scrape too vigorously or you may cause additional damage.
4. Clean the area with a non-flammable solvent. Do not use an oil base solvent as it will leave a residue, rendering the patch useless.
5. Apply a small amount of special cement to the puncture and spread it with your finger.
6. Allow the cement to dry until tacky—usually 30 seconds or so is sufficient.
7. Remove the backing from the patch.

CAUTION

Do not touch the newly exposed rubber with your fingers or the patch will not stick firmly.

8. Center the patch over the hole. Hold the patch firmly in place for about 30 seconds to allow the cement to dry. If you have a roller, use it to help press the patch into place (**Figure 12**).
9. Dust the area with talcum powder.

FRONT HUB/BRAKE DRUM (2-WHEEL DRIVE)

Inspection

Inspect each wheel bearing prior to removing it from the wheel hub.